

CHAPTER 1 COMPREHENSIVE PLAN: GENERAL PROVISIONS ELEMENT

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100 GENERAL PROVISIONS

- 100.1 It is the objective of the District to establish an ongoing planning process that provides for the following:
- (a) Continuing refinement and implementation of the District elements;
 - (b) Periodic review of progress in realizing District element objectives and policies;
 - (c) Provision of information about the District; and
 - (d) Opportunities for community review and comment.
- 100.2 The policies established in support of the planning process objective shall do the following:
- a) Continue refinement of the District elements and track the progress or problems in realizing District objectives and policies;

- (b) Provide information on a continuing basis through reports, displays and exhibits, presentations, and meetings;
- (c) Prepare, periodically, a report to the Council on the progress of implementing the District elements. This report shall be the responsibility of the Mayor; and
- (d) Revise existing plans to conform to the District elements.

100.3 All District boards and commissions, including the Zoning Commission for the District of Columbia, shall comply with the District of Columbia Documents Act, effective March 6, 1979, (D.C. Law 2-153; D.C. Code § 1-1531 *et seq.*). The Zoning Commission and the Board of Zoning Adjustment shall each issue written orders within thirty (30) days of its decisions, which shall be published in the D.C. Register.

100.4 The District government should increase its staff resources for planning purposes.

101 MAJOR THEMES OF THE COMPREHENSIVE PLAN

101.1 In the process of developing the District elements of the Comprehensive Plan ("the Plan") and coordinating the widespread citizens review the following ten (10) major themes were discerned:

- (a) Stabilizing and improving the District's neighborhoods;
- (b) Increasing the quantity and quality of employment opportunities in the District;
- (c) Developing a living downtown;
- (d) Preserving and promoting cultural and natural amenities;
- (e) Respecting and improving the physical character of the District;
- (f) Preserving and ensuring community input;
- (g) Preserving the historic character of the District;
- (h) Reaffirming and strengthening the District's role as the economic hub of the National Capital Region;
- (i) Promoting enhanced public safety; and
- (j) Providing for diversity and overall social responsibilities.

- 101.2 The ten (10) major themes set forth in §101.1 are outlined in §§102 through 111 and are supported by the District elements of the Plan.

102 STABILIZING AND IMPROVING THE DISTRICT'S NEIGHBORHOODS

- 102.1 The successful and creative functioning of neighborhoods is a fundamental concern. Citizen participation in civic improvement starts from the interest that people have in their neighborhood blocks and in their day-to-day relationships. District services are primarily directed to homes and their environs.
- 102.2 The District elements of the Plan propose that the residential character of neighborhoods be maintained and improved. Many city neighborhoods are historic or possess social, economic, and physical qualities that make them unique and desirable places in which to live. These qualities can also lead to development and redevelopment pressures that threaten the very qualities that make the neighborhoods desirable. These pressures and potential adverse impacts must be controlled to ensure that the character of our neighborhoods is preserved and enhanced.
- 102.3 Many city neighborhoods also include integral commercial and institutional uses that contribute to their character. Neighborhood businesses, schools, park and recreational facilities, churches, and other public facilities all add to the liveability of our communities. These uses too must be protected, stabilized, and improved.
- 102.4 Promoting and ensuring good quality neighborhoods is of utmost importance to the District. The District elements of the Plan's policies and strategies on increasing housing opportunities, neighborhood commercial facilities, and improving transportation in some neighborhoods will be combined with other District policies on historic preservation, environmental quality, and public facilities to conserve functioning, stable neighborhoods, and to stabilize or improve those which need redirection.

103 INCREASING THE QUANTITY AND QUALITY OF EMPLOYMENT OPPORTUNITIES IN THE DISTRICT

- 103.1 The expansion of the quality and quantity of employment opportunities is a central theme of the District elements of the Plan:
- (a) The District elements of the Plan aim at matching the resident population with the types of jobs which will be available over the next twenty (20) years;

- (b) Land development policies will be focused to create more jobs for District residents; and
- (c) Skill training opportunities and appropriate economic development are the key strategies to be employed.

104 DEVELOPING A LIVING DOWNTOWN

- 104.1 The Mayor's Downtown Committee worked for over a year to develop policies to strengthen Downtown as the region's retail and cultural center, to re-establish a residential community in the heart of the District, to increase the number of hotels for business and tourism alike, to increase the number of jobs for District residents, and to promote easy access to Downtown from outlying parts of the District and region. The product of that work is the Downtown Element.
- 104.2 Strong recommendations for action were made in the areas of land use, urban design, historic preservation, transportation, economic development, and social services.

105 PRESERVING AND PROMOTING CULTURAL AND NATURAL AMENITIES

- 105.1 The urban design and streetscape policies will help keep the District an historic, majestic, and beautiful capital. The District has grown in national reputation as a cultural center. The District must continue to support a healthy arts and cultural community through its land use, economic development, and programmatic policies and actions.

106 RESPECTING AND IMPROVING THE PHYSICAL CHARACTER OF THE DISTRICT

- 106.1 The site selected for the National Capital was characterized by a very special topography, including hills interlaced with broad rivers and streams. This topography allowed for the construction of a special collection of buildings which give the District a unique profile. Over the years the profile has been protected by local and national ordinances. Policies in the District elements of the Plan will further protect and enhance the character of the city.
- 106.2 After two (2) centuries of building, the Nation's Capital is still remarkable, enhanced by the far-sighted and imaginative L'Enfant Plan which determined the placement of its major public buildings, monuments, plazas, squares, and parks. Today, trees, flowers, grass, and shrubs line the District's streets, parks and memorials, homes, and public buildings.

107 PRESERVING AND ENSURING COMMUNITY INPUT

- 107.1 Continuous community input into the every phase of development of the Plan, from conception to adoption to implementation, is essential to assure that the Plan in all its elements is the valid expression of District residents, property owners, commercial interests, and other groups and individuals in the District:
- (a) A variety of means to secure community input should be utilized, including advisory and technical committees, community workshops, review of draft texts, public forums and hearings, and other means of discussion and communication; and
 - (b) The District government, through its executive and legislative branches, shall strive to ensure that the Plan, in all its elements, is both responsive and responsible.
- 107.2 Community input into the implementation of the District elements of the Plan will be assured by the requirement of a periodic review:
- (a) Not less frequently than once every four (4) years, beginning March 31, 2000, the Mayor shall submit to the Council a report, accompanied by a proposed resolution, on the progress made by the government of the District of Columbia in implementing the Land Use Element of the Comprehensive Plan;
 - (b) The Council shall schedule a public hearing on the progress report and, following each review period, shall submit to the Mayor the findings of the Council and a copy of the public testimony on the progress report; and
 - (c) Each progress report shall indicate the progress made in implementing the Land Use Element of the Comprehensive Plan by land use policy during the reporting period and the key projected implementation activities by land use policy for the next four years.
- 107.3 The Mayor shall periodically submit to the Council for its consideration proposed legislation to amend the Comprehensive Plan:
- (a) Proposed legislation to amend the Comprehensive Plan shall be submitted to the Council not later than March 31, 2002, and subsequently not less frequently than once every four (4) years. Proposed legislation to amend the Comprehensive Plan also may be submitted by the Mayor to the Council at any other time that the Mayor determines to be necessary;
 - (b) An environmental assessment of the amendments shall be prepared and submitted to the Council within one hundred twenty (120) days of approval of the amendments by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto); and

- (c) The process for executive branch consideration of proposed amendments to the Comprehensive Plan initiated by District agencies or the public shall include, but not be limited to, the following:
 - (1) Standards for appropriateness;
 - (2) A format and deadline for submission of amendments;
 - (3) Public meetings to be held by the executive;
 - (4) A mechanism for public review of all proposed amendment submissions;
 - (5) A mechanism for public review of the Mayor's proposed amendments; and
 - (6) Submission by the Mayor to the Council of proposed amendments to the Comprehensive Plan.

108 PRESERVING THE HISTORIC CHARACTER OF THE DISTRICT

- 108.1 The Nation's Capital contains many buildings and collections of buildings, which contribute to its beauty and fabric, as well as affording a picture of its history. Over the years, individual buildings and collections of buildings have been protected through historic preservation laws. The Plan recognizes the importance of historical Washington and provides policies to nurture this historic urban center.

109 REAFFIRMING AND STRENGTHENING THE DISTRICT'S ROLE AS THE ECONOMIC HUB OF THE NATIONAL CAPITAL REGION

- 109.1 An economically strong and viable District of Columbia economic is essential to the economic health and well-being of the region:
- (a) Encouraging the broad spectrum of both private and public growth, with the appropriate level of supporting infrastructure, is central to achieving this end;
 - (b) This effort should focus on making maximum use of the District's location at the center of the region's radial Metrorail and commuter rail systems, freeway and highway networks, communication networks, and headquarter functions; and
 - (c) Housing construction and rehabilitation of existing housing, for all income levels, is important to the success of this effort, as is the provision of quality public schools, recreational opportunities, and secure living and working environments.
- 109.2 The theme of economic growth is central to the District elements of the Plan:

- (a) It must be accomplished in a manner that protects and improves the quality of the natural and human environments for the District and the region; and
 - (b) More efficient use of the District's and the region's infrastructure will contribute significantly to doing so.
- 109.3 Promoting educational opportunities, expanding training programs in marketable job skills, matching the District's employable population with the new kinds of jobs that will be created in the next twenty (20) years, and providing more efficient, convenient, and environmentally appropriate modes of transportation, especially for the work and visitor trips, are key strategies to be employed in pursuing this theme.

110 PROMOTING ENHANCED PUBLIC SAFETY

- 110.1 Enhanced public safety is one of the highest priorities of the District and is vital to the economic well-being of the District:
 - (a) The District can thrive and prosper only if residents, businesses, and visitors feel safe and secure in neighborhoods throughout the District;
 - (b) The District government, working in concert with the federal government and with the residential and business communities, must maximize available resources to reduce and prevent crimes against persons and property, particularly violent crimes;
 - (c) An essential component of this theme is the District's policy direction to reduce the number of illegal guns and other weapons in the District; and
 - (d) The District government must continue to improve responsiveness both to public requests for emergency police, fire, or medical assistance, and to other emergency situations ranging from infrastructure and public utility failures to natural disasters. Moreover, the District must engage in appropriate planning and capital projects that reduce the likelihood or severity of such emergencies in the future.

111 PROVIDING FOR DIVERSITY AND OVERALL SOCIAL RESPONSIBILITIES

- 111.1 Each distinct neighborhood of the District is an integral part of a diverse larger community that contributes to the District's attractiveness and strength:
 - (a) Although many residents have sufficient means or individual support systems to be self-reliant, other residents are periodically more dependent on the larger community for support or assistance in their daily living; and
 - (b) While the District must strive to increase educational, employment, and other opportunities to reduce such dependency, all neighborhoods should share in the

overall social responsibilities of the community, including, but not limited to, housing the homeless, feeding the hungry, accommodating the disabled, and welcoming residents of diverse backgrounds and needs.

112 INTERPRETATION OF THE DISTRICT ELEMENTS

- 112.1 The primary dynamic of the District elements of the Plan is the overlapping of its elements' goals. This overlapping is intentional.
- (a) District elements of the Plan should be studied and executed in concert with each other and should be interpreted broadly.
 - (b) The interpretation and implementation of any element should necessarily rely upon, and be respectful of, the objectives and policies of other elements.
 - (c) An element may be tempered or defined by one (1) or more of the other elements. This may occur both within one (1) element and between elements. Since the Land Use element integrates the policies and objectives of all other District elements, it should be given greater weight than the other elements.
- 112.2 The interpretation of the District elements of the Plan should also be guided by the major themes set forth in §101.1, which establish the overall priorities of the District elements of the Plan.
- 112.3 Except as specifically required by other law, the District elements of the Comprehensive Plan, or the Home Rule Charter provision that zoning shall not be inconsistent with the Comprehensive Plan in An Act Providing for the zoning of the District of Columbia and the regulation of the location, height, bulk, and uses of buildings and other structures and of the uses of land in the District of Columbia, and for other purposes, approved December 24, 1973 (87 Stat. 792; D.C. Code 5-414), the District elements of the Plan are a guide intended to establish broad policies and goals while affording flexibility for future implementation and are not binding policy directives.
- 112.4 The District elements of the Plan should not be construed as a delegation of authority to establish new programs.
- 112.5 In addition to the requirement set forth in the Charter and in this act that zoning shall not be inconsistent with the Comprehensive Plan, the governmental issuance of public space permits shall also not be inconsistent with the Plan. The consistency of each building and construction permit shall be reviewed pursuant to §1138.1(k) of the Comprehensive Plan.

- 112.6 The zoning impact of the District elements of the Plan is not limited to areas where amendments to the Zoning Regulations are required to eliminate inconsistencies between the Plan and zoning:
- (a) The Zoning Commission, the Board of Zoning Adjustment, and other District agencies shall also look to the District elements for general policy guidance;
 - (b) To the extent they are relevant, the objectives and policies of the District elements of the Plan shall be considered in planned unit development, campus plan, special exception, variance and other decisions; and
 - (c) In issuing or processing any building or construction permit, or any Certificate of Occupancy, the Zoning Administrator, the Board of Zoning Adjustment, and the Zoning Commission, shall evaluate the proposal in conjunction with the applicable sections of the Comprehensive Plan and the Comprehensive Plan Maps.

113 - 119 [RESERVED]

120 COMPREHENSIVE PLAN AMENDMENT PROCESS

- 120.1 The purpose of §§120 through 125 of this chapter is to do the following:
- (a) To establish an orderly procedure for reviewing proposed amendments to the District elements of the Comprehensive Plan as provided for in 10 DCMR §107; and
 - (b) To provide for public and District agency participation in the Comprehensive Plan amendment process.
- 120.2 Sections 120 through 125 of this chapter shall apply to the review and processing of all proposed amendments to the District elements undertaken by the Office of Planning.
- 120.3 Any individual or organization may submit proposed amendments.
- 120.4 Proposed amendments shall be reviewed according to the guidelines set forth in §§124 and 125 of this chapter.

121 COMPREHENSIVE PLAN AMENDMENT CYCLE

- 121.1 A Comprehensive Plan Amendment cycle is established for the purpose of creating a periodic cycle to solicit, compile, and review proposed amendments to the District elements of the Comprehensive Plan.

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- 121.2 Each Comprehensive Amendment cycle shall end on March 31st of every fourth year, beginning March 31, 2002, as provided under the Comprehensive Plan Amendment Act of 1998.
- 121.3 The Office of Planning shall transmit proposed amendments, the results of reviews, and comments concerning proposed amendments, and recommendations to the Mayor no later than March 1st of every fourth year, and the Mayor shall submit proposed amendments to the Council not less frequently than once every four years.
- 121.4 Proposed amendments to the Comprehensive Plan may also be submitted by the Mayor to the Council at any other time that the Mayor determines to be necessary.

122 COMPREHENSIVE PLAN REVIEW PERIOD

- 122.1 A Comprehensive Plan review period is established for the purpose of receiving and reviewing proposed amendments. This period shall be for three (3) months ending no later than September 30th of every fourth year, beginning September 30, 2001.
- 122.2 Amendments received after the prescribed closing date may be considered only if sufficient time exists to properly review, coordinate, prepare, and submit them to the Mayor and to the Council of the District of Columbia by the date required in the Comprehensive Plan Amendment Act of 1998.
- 122.3 Announcement of the review period shall be made by the Office of Planning no less than thirty (30) days prior to the start of the quadrennial review period. Announcements shall be mailed to the Council of the District of Columbia, Advisory Neighborhood Commissions, neighborhood organizations, and individuals.
- 122.4 All proposals to amend any section of the District elements of the Comprehensive Plan shall be submitted in writing to the Director, D.C. Office of Planning, 801 North Capitol Street, N.E; Washington, D.C. 20002.
- 122.5 The Mayor's recommended amendments shall be made available in the Office of Planning to all interested parties.

123 COMPREHENSIVE PLAN AMENDMENT COORDINATION AND REVIEW PROCEDURE

- 123.1 The Office of Planning shall convene at least one meeting open to the general public in each ward of the District for the following purposes:
- (a) To describe the amendment process;

- (b) To answer questions pertaining to the Comprehensive Plan or to the amendment submission and review process;
 - (c) To encourage appropriately documented submissions; and
 - (d) To ensure public participation in the amendment process.
- 123.2 In order to provide for consistency of evaluation, the Office of Planning shall review each proposed amendment based on the guidelines set forth in §§124 and 125 of this chapter.
- 123.3 Following review by the Office of Planning, the Director shall transmit all proposed amendments received by the Director, with recommendations, to the City Administrator, appropriate District agencies, and other state, local, and regional agencies and organizations, as appropriate, for review and comment.
- 124 GUIDELINES FOR REVIEW OF PROPOSED AMENDMENTS TO CITYWIDE ELEMENTS**
- 124.1 Proposed amendments shall be consistent with the format, general purposes, and scope of the District elements of the Comprehensive Plan for the National Capital as stated in this chapter, and elsewhere in this title.
- 124.2 Proposed amendments shall fall within the District government's capability for implementation.
- 124.3 Substantial reasons why the District elements of the Comprehensive Plan should be amended must be shown. For purposes of this section, "substantial reasons" shall include, but not be limited to, the following:
 - (a) Significant changes have occurred since the adoption or subsequent amendment of the Comprehensive Plan necessitating the proposed amendment;
 - (b) Inconsistencies in land use or other Plan objectives and policies exist in the adopted Plan which affect a geographical area of the District;
 - (c) The District government's ability to achieve the goals and objectives of the Comprehensive Plan will be increased, or increased efficiency of District government operations will occur as a result of the adoption of the proposed amendment;
 - (d) Existing Comprehensive Plan goals, objectives, or policies inhibit the ability of the District government to achieve other public policy objectives;

- (e) Substantial improvement in the quality of life for District residents will be achieved; or
- (f) Adoption of the proposed amendment is necessary to incorporate public policies established by the District government that are not reflected in the Comprehensive Plan.

124.4 A proposed amendment shall not be considered favorably for any of the following reasons:

- (a) If it is inconsistent with District law;
- (b) If it is more properly an amendment to the federal elements of the Comprehensive Plan;
- (c) If it includes proposals for implementation that exclusively require appropriate legislative or regulatory actions beyond the legal scope of the Comprehensive Plan amendment process; or
- (d) If it is submitted on a page of Comprehensive Plan text as “marked up” or annotated copy, whether the proposed amendment is made on text from a citywide element or on text from the ward element. (Any proposed amendment not submitted in the format prescribed in this subsection will not be considered).

125 GUIDELINES FOR REVIEW OF PROPOSED AMENDMENTS TO WARD PLANS

125.1 Proposed amendments to the adopted ward plans (10 DCMR chapters 12 through 19) shall, at a minimum, meet the criteria set forth in §124. In addition, each proposed ward plan amendment must address at least one of the following:

- (a) City programs and operations that have a particular impact on a ward’s neighborhoods or that deal with problems unique to the ward: or
- (b) Issues specific to a ward’s neighborhoods, shopping areas, institutions, facilities, or economic development; or
- (c) Community desires and ambitions for the future development of a ward and, more specifically, for ward neighborhoods, shopping areas, community facilities, or similar neighborhood and community resources.

125.2 A proposed ward plan amendment shall not be considered favorably for any of the following reasons:

- (a) If it has citywide scope and implications. (The proposed amendment should be included as a proposed amendment to the citywide elements of the Comprehensive Plan (10 DCMR chapters 1 through 11);
- (b) If it proposes specific land use changes to the Generalized Land Use or Policies maps (The proposed amendment should be included as a proposed amendment to the Land Use Element text and maps (10 DCMR chapter 11);
- (c) If it clearly requires legislative or regulatory actions to implement. (The proposed amendment should be the subject of appropriate legislative or regulatory action outside the Comprehensive Plan amendment process); or
- (d) If it is submitted on a page of Comprehensive Plan text as “marked up” or annotated copy, whether the recommendation is made on text from a citywide element or on text from the ward element. (Any proposed amendment not submitted in the format prescribed in this subsection will not be considered).

199 DEFINITIONS

199.1 For purposes of the District elements of the Comprehensive Plan for the National Capital (chapters 1 through 10 of this title), the following terms and phrases shall have the meanings ascribed:

Arterial - a street used primarily for through traffic, usually a continuous route.

Accessory Apartment - a complete apartment unit contained within a single-family house. It has kitchen and bath facilities separate from the principal dwelling and may have a separate entrance. (D.C. Law 10-193)

Bonus Provisions - a variety of incentives consisting of additional height, bulk or other prescribed forms, in return for superior design, dedicated easements, permanent open space reservations, improvements to public space, and other exceptional building project amenities.

Capital Improvements Program (CIP) - the six (6) year program for the District’s capital expenditures. The CIP reflects facility construction and improvement needs expressed by citizens and operating agencies, needs analysis by agencies responsible for development planning and coordination, and the financial capabilities of the District to carry out the recommended improvements.

Central Employment Area (CEA) - the core area of the District of Columbia, where the greatest concentration of employment in the city and region is encouraged, which is bounded as follows: beginning at Dupont Circle, southeast along Massachusetts Avenue, N.W., to 9th Street, N.W., north along 9th Street, N.E., to N Street, N.W., east along N Street, N.W., to 7th Street, N.W., south along 7th Street, N.W. to New York Avenue, N.W., east along New York Avenue, N.W. to 5th Street,

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N.W., south along 5th Street, N.W. to K Street, N.W., east along K Street, N.W. to 3rd Street, N.W., south along 3rd Street, N.W. to Massachusetts Avenue, N.W., east along Massachusetts Avenue, N.W. to H Street, N.W., east along H Street, N.W. to North Capitol Street, north along North Capitol Street to Florida Avenue, N.E., and southeast along Florida Avenue, N.E. to 4th Street, N.E., on the north; south along 4th Street, N.E. to M Street, N.E., west along M Street, N.E. to 3rd Street, N.E., south along 3rd Street, N.E. to K Street, N.E., west along K Street, N.E. to 2nd Street, N.E., south along 2nd Street, N.E. to the northeast corner of lot 855, square 725, west along the northern boundary of lot 855 to the northwest corner of lot 855, south along the westerly boundary of lot 855 to Constitution Avenue, N.E., west along Constitution Avenue, N.E. to 1st Street, N.E., south on 1st Street, N.E. to Maryland Avenue, N.E., east on Maryland Avenue, N.E., to 2nd Street, N.E. south on 2nd Street, N.E. and 2nd Street, S.E. to C Street, S.E., west on C Street, S.E., to New Jersey Avenue, S.E. south on New Jersey Avenue, S.E. to D Street, S.E., west on D Street, S.E. to South Capitol Street, south on South Capitol Street to E Street, S.E., east on E Street, S.E., to New Jersey Avenue, S.E., south on New Jersey Avenue, S.E. to the Southeast Freeway, east on the Southeast Freeway to 2nd Street, S.E., south along 2nd Street, S.E. to M Street, S.E., and east along M Street, S.E. to the 11th Street freeway on the east; south on the 11th Street freeway to the northbound 11th Street, S.E., bridge, south along this bridge to 13th Street, S.E., south along 13th Street, S.E. to Good Hope Road, S.E., west along the rear property lines of properties fronting on the south side of Good Hope Road, S.E. to Martin Luther King, Jr. Avenue, S.E., south along the rear property lines of properties fronting on the east side of Martin Luther King, Jr. Avenue, S.E. to Chicago Street, S.E., west along the rear property lines of properties fronting on the north side of Chicago Street, S.E. to the Baltimore and Ohio Railroad right-of-way, south along the Baltimore and Ohio Railroad right of way to the rear property line of property fronting on Howard Road, S.E., east along the rear property line of property fronting on Howard Road, S.E. to the rear property lines of properties fronting on the north side of Shannon Place, S.E., north along the rear property lines of properties fronting on the north side of Shannon Place, S.E. to Chicago Street, S.E., east along Chicago Street, S.E. to Martin Luther King, Jr. Avenue, S.E., south along the rear property lines of properties fronting on the east side of Martin Luther King, Jr. Avenue, S.E. to Howard Road, S.E., west along Howard Road, S.E. to Firth Sterling Avenue, S.E., south along Firth Sterling Avenue, S.E., to South Capitol Street, north along South Capitol Street and the Frederick Douglass Memorial Bridge to the west bank of the Anacostia River, southwest along the west bank of the Anacostia River to 2nd Street, S.W., north along 2nd Street, S.W. to Potomac Avenue, S.W., northeast along Potomac Avenue, S.W. to South Capitol Street, north along South Capitol Street to the Southwest Freeway, west along the Southwest Freeway to 9th Street, S.W., south along the east side of 9th Street, S.W. to where it intersects with the eastern property line of Lot 53 in Square 414, continuing south to Maine Avenue, S.W. to the Southwest Freeway, west along the Southwest Freeway to 14th Street, S.W., north along 14th Street, S.W., and 14th Street, N.W. to Constitution Avenue, N.W., and west along Constitution Avenue, N.W. to the Route 50 Expressway on the south; north on the Route 50 Expressway to the E Street Expressway and E Street, N.W., east on the E Street Expressway and E Street, N.W., to 19th Street, N.W., north along 19th Street, N.W., to F Street, N.W., west on F Street, N.W., to 20th Street, N.W., to Pennsylvania Avenue, N.W., west along Pennsylvania Avenue, N.W., to 21st Street, N.W., north along 21st Street, N.W. to M Street, N.W., east along M Street, N.W. to 20th Street, N.W. to New Hampshire Avenue, N.W., and northeast along New Hampshire Avenue, N.W. to Dupont Circle on the west.

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Comprehensive Survey - an exhaustive archival and field investigation covering every aspect (e.g. military, political, economic, social, scientific, technical, educational, historical, archeological, architectural, aesthetic, engineering, geographical, and cultural) of the prehistory and history of an area, property, or group of properties carried out by qualified professionals or by professionally supervised or trained volunteers.

Day-Night Average Sound Level (Ldn) - the annual average aircraft noise level, in decibels, that occurs during a twenty-four (24) hour period, from midnight to midnight, after the addition of ten (10) decibels to sound levels in the night from midnight to 7:00 a.m. and from 10:00 p.m. to midnight. (D.C. Law 8-129)

District - the District of Columbia.

District Element - a title of the Plan adopted by the District Comprehensive Plan Act of 1984.

Downtown - the original commercial area between the Capital and the White House bounded generally by North Capitol Street on the east, Pennsylvania Avenue, N.W. on the south, 15th Street, N.W. on the west and Massachusetts Avenue, N.W. on the north, as defined in §900 of this title.

Focal Point - a locale or center of activity or structure on which attention is concentrated by arrangements of other features, patterns, or

Fort Circle Parks - the park system of scenic hills, historic Civil War forts, and their interconnections in the District.

Historic Design Features - special streets, places, views, and vistas which contribute to the historic urban design framework of the National Capital.

Historic District - an area, place, site, neighborhood, network, or historic landscape designated pursuant to the criteria for designating historic landmarks and historic districts contained in the Preservation and Historic Features Element of the Comprehensive Plan for the National Capital.

Historic Features - specific physical properties (such as districts, sites, buildings, structures, and objects) and the general physical framework (including scenic views and vistas, as well as special streets and places) by which the history and prehistory of the National Capital remain evident in forms primarily made or influenced by people.

Historic Landmark - a building, building interior, structure, site, place, monument, work of art, or other similar object designated pursuant to the criteria for designating historic landmarks and historic districts contained in the Preservation and Historic Features Element of the Comprehensive Plan for the National Capital.

Historic Landscape - land where events of a particular style or kind of development render its preservation significant, educational, and informative, including gardens and yards associated with individual historic buildings; or, within historic districts, the collective setting of structures, fences, and

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street furniture, as well as paving patterns and public streets and squares; or natural areas that have been set aside for recreation and inspiration.

Historic Properties or Historic Resources - prehistoric and historic districts, sites, places, areas, buildings, structures, and objects significant in history, architecture, archeology, engineering, and culture and including artifacts, records, and remains which are related to those districts, sites, places, areas, buildings, structures, and objects. Prehistory refers to human history in the period prior to recorded events.

L'Enfant City - the area laid out in 1791 by Pierre Charles L'Enfant, Andrew Ellicott, and Benjamin Banneker and extended by the McMillan Commission in 1901, bordered by Rock Creek Park on the west, Florida Avenue on the north, and Florida Avenue extended on the northeast to the Anacostia River, and on the southwest by the Potomac River.

L'Enfant Plan - the body of designs and plans for the original city of Washington which were promulgated by President George Washington and recognized by Congress as the general work of Pierre Charles L'Enfant, Andrew Ellicott, and Benjamin Banneker, notably as subsequently laid out by the Office of the Surveyor of the District government according to the "King Plats of the City of Washington in the District of Columbia, 1803."

Local Neighborhood Commercial Center - a center dependent on customers who live or work within walking distance. These centers are likely to have a small food store or drug store, with sales of daily groceries, sundries, convenience items and personal services. Usually, there is little or no office space or parking.

McMillan Plan - the body of plans for the systematic improvement and extension of parks and public buildings sponsored by Senator James McMillan on behalf of the U.S. Senate in 1901 and set forth in "Report of the Park Commission" (Senate Document No. 166), 1902, as subsequently realized under guidance of the Architect of the Capitol, the Commission of Fine Arts, and the National Capital Park and Planning Commission.

Modal Split - the number of people using various methods of transportation (walking, private vehicles, mass transit), usually expressed as a ratio.

Multi-Neighborhood Center - the level of business activity and the extent of the area served is geometrically greater than the local neighborhood centers. Typically, it contains a large grocery store or supermarket, sometimes a small department store, and other stores offering a great variety of goods and services, often including hardware, appliances, furniture, banks, theater, professional offices, and other commercial services. A multi-neighborhood center is generally located at a major intersection or along arterial streets, often at transportation focal points.

National Capital - the District and territory owned by the United States within the National Capital Region outside the District.

ENROLLED ORIGINAL

National Capital Planning Commission (NCPC) - the National Capital Planning Commission established under §2(a) of the National Capital Planning Act of 1952, as amended by §203 of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 779; D.C. Code §1-2002(a) (1981)).

National Capital Region - the District; Montgomery and Prince Georges Counties in Maryland; Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia; and all cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of these counties.

Natural Features - the landscape characteristics of the National Capital and its environs (such as forests, meadows, hills, valleys, rivers, and streams) which are distinctive, outstanding, or prominent.

Office of Planning - the Office of Planning established by Mayor's Order No. 83-25, effective January 3, 1983

Original Issue Discount Bond - a bond that is sold at less than face-value and carries lower interest rates because the investor is required to put up less capital and because the income from the investment is tax exempt.

Pennsylvania Avenue Development Corporation (PADC) - the Pennsylvania Avenue Development Corporation established by the Pennsylvania Avenue Development Corporation Act of 1972, approved October 27, 1972 (80 Stat. 1266; 40 U.S.C. 871 *et seq.*).

Plan - the Comprehensive Plan for the National Capital adopted pursuant to §2(a) of the National Capital Planning Act of 1952, as amended by §203 of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 779; D.C. Code 1-2002(a) (1981)), and by §423 of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 792; D.C. Code §1-244 (1992 Repl. Vol.)).

Planned Unit Development (PUD) - a tract of land of a minimum size developed as an integrated unit where the specific requirements of a given zoning district may be modified.

Special Places - public squares, circles, plazas, grounds, gardens, and other urban spaces designated pursuant to the criteria for designating special streets and places contained in the Preservation and Historic Features Element of the Comprehensive Plan for the National Capital.

Special Streets - avenues, streets, parkways, park roads, pedestrian ways, and other routes designated pursuant to the criteria for designating special streets and places contained in the Preservation and Historic Features Element of the Comprehensive Plan for the National Capital.

Streetscape - the combination of roadway, sidewalk, driveway, building characteristics, and landscaping or other appurtenances which are located in or along a public street producing a general impression or appearance encompassing all or part of these characteristics.

ENROLLED ORIGINAL

Street Space - the area generally consisting of roadways, sidewalks, and landscaping between the buildings along a street.

Urban Design - the integration of urban and natural features into understandable patterns which are composed in skillful or artistic arrangements of city- or town-like development and can be appreciated as a whole.

Urban Design Framework - the skeletal structure of urban design components which contribute to one's sense of place and orientation.

Urban Renewal (community development) - a program of public and private activities provided for in the District Redevelopment Act, approved August 2, 1945 (60 Stat. 790; D.C. Code 5-801 *et seq.* (1988 Repl. Vol.)).

Washington Metropolitan Area Transit Authority (WMATA) - the regional agency established by article 4 of title 3 of the Washington Metropolitan Area Transit Authority Compact, pursuant to Public Law 89-774, approved November 6, 1966 (80 Stat. 1324; D.C. Code §1-2431 *et seq.* (1992 Repl. Vol.)) to operate the regional Metrorail and Metrobus transit systems.

Washington National Airport Noise Impact Area - the land located within the District of Columbia that is exposed to aircraft noise levels of sixty-five (65) Day-Night Average Sound Level (Ldn) or higher, upon being mapped for the Washington Airport Master Plan by the Metropolitan Washington Airports Authority and approved by the Federal Aviation Administration.

Zero-Coupon Bond - a bond, payable in full upon maturity, from which no income is derived. Income is treated as capital gains for tax purposes.

Zero Lot Line Development - a subdivision technique that allows the clustering of buildings and accessory buildings or uses including open spaces customarily incidental to the subdivision.